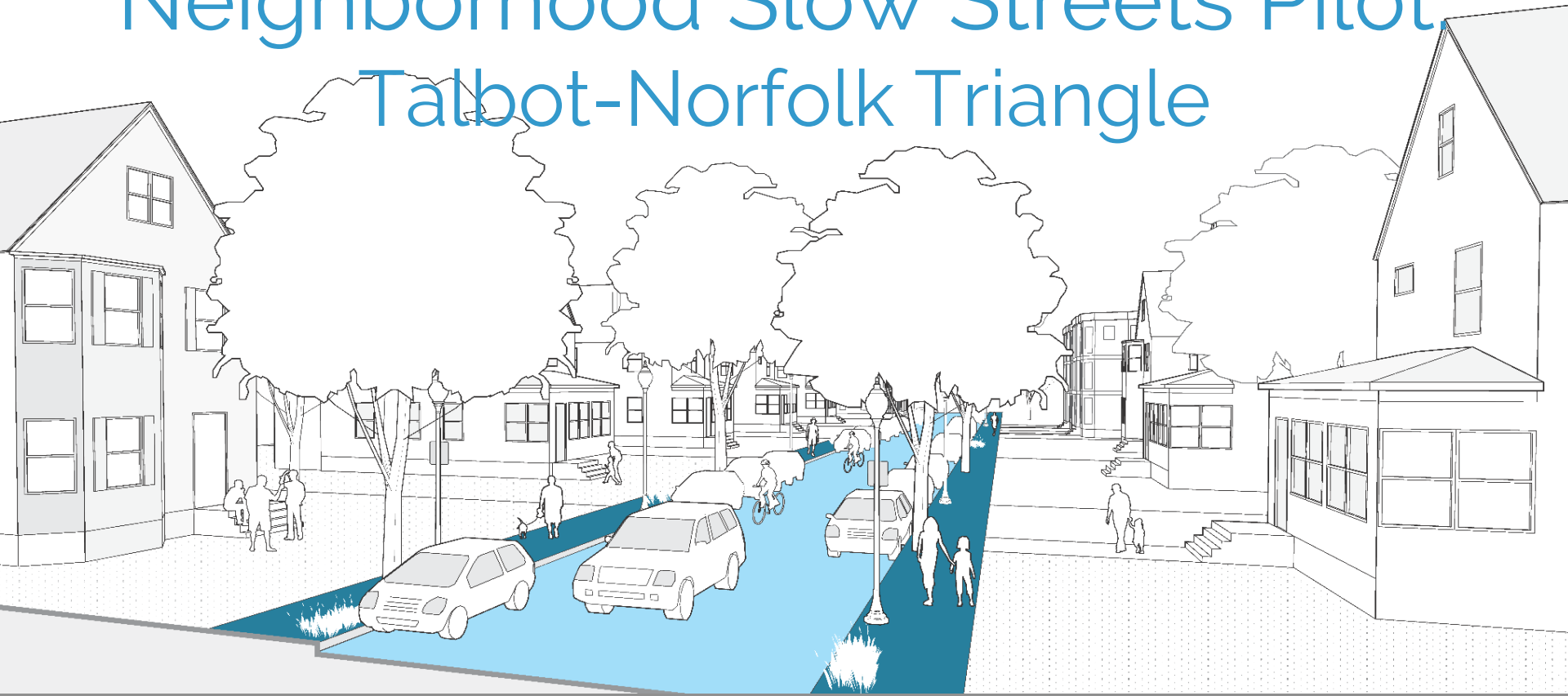


# Neighborhood Slow Streets Pilot: Talbot-Norfolk Triangle



Vision  
Zero  
City of Boston

Public meeting  
September 27, 2016

# Tonight's agenda

Program overview

Proposed design

Overview

Specific locations

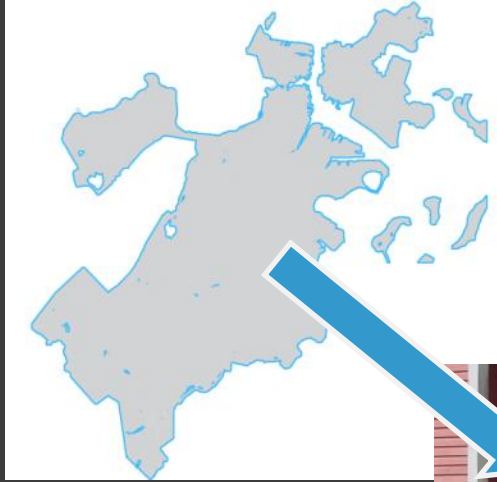
Timeline

Table talk

Q&A



# Vision Zero Boston

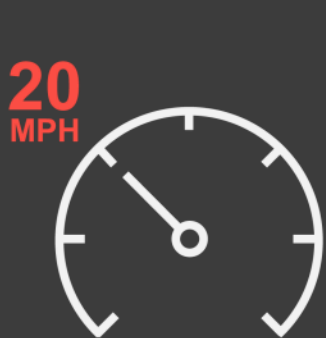


City-wide goal to end traffic-related fatalities and serious injuries by 2030



Neighborhood Slow Streets: Targeted effort for residential streets

# Slower speeds, safer streets



**18%** likelihood  
of **fatality**  
or **severe**  
injury



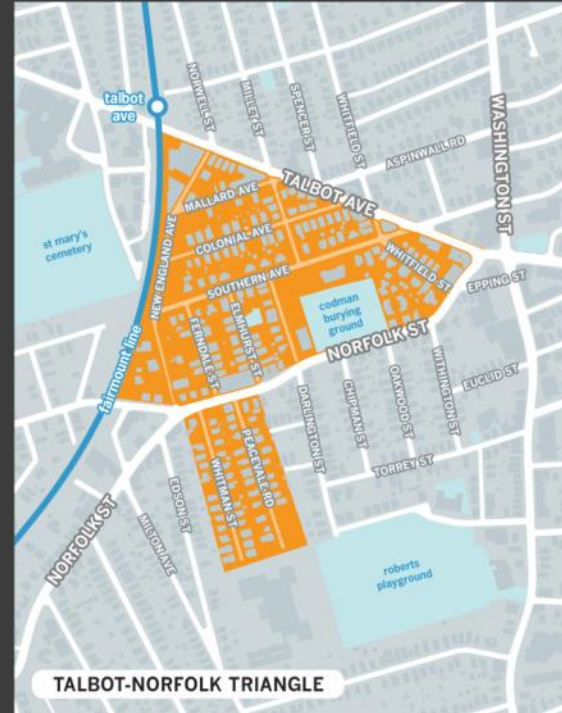
**50%** likelihood  
of **fatality**  
or **severe**  
injury



**77%** likelihood  
of **fatality**  
or **severe**  
injury

# What is Neighborhood Slow Streets?

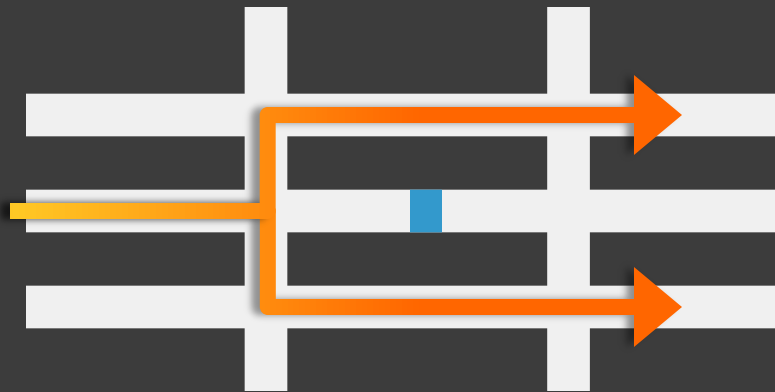
- Local streets in a self-contained area
- Speed limit reduced to 20 MPH
- Announced with gateways
- Self-enforcing safe speeds through traffic calming



# Why zone-based?

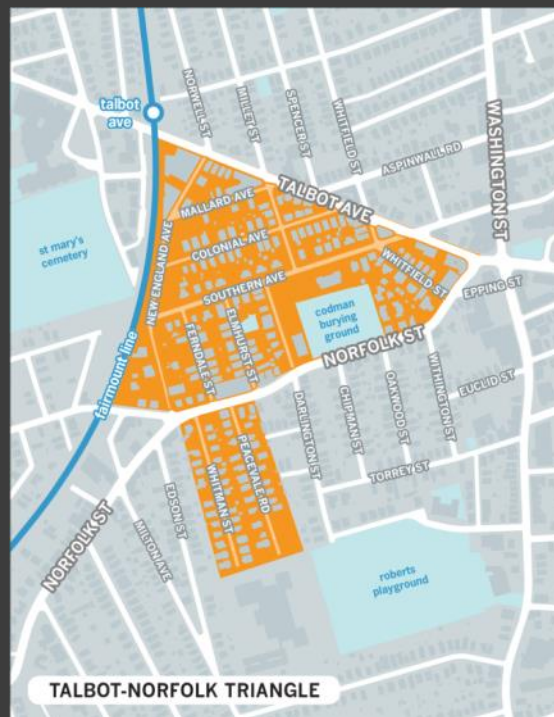
Avoid the “**transfer effect**”  
from a single measure vs.  
system-wide approach

- Drivers seek alternate routes
- Traffic may increase on parallel routes without traffic calming





# Two pilot zones for 2015-16



# Slow Streets tool box

- Gateways
- Markings
- Speed humps
- Daylighting
- Curb extensions
- Raised crosswalks





# Project goals

- Protect people driving, walking, and bicycling
- Reduce vehicle speeds
- Fewer crashes resulting in injury or property damage

# Project benefits

- Improved perception of safety
- Communicate drivers are guests in the neighborhood
- Enable more “social” streets



# TNT traffic calming plan

- Phase 1: Quick-install, proven interventions
  - Signs, markings, speed humps
  - Few changes to curbs
- Phase 2: Requires add'l engineering surveys
  - Curb extensions, raised crosswalks

# TNT traffic calming plan

- Phase 1: Quick-install, proven interventions
  - Signs, markings, speed humps
  - Few changes to curbs
- Phase 2: Requires add'l engineering surveys
  - Curb extensions, raised crosswalks

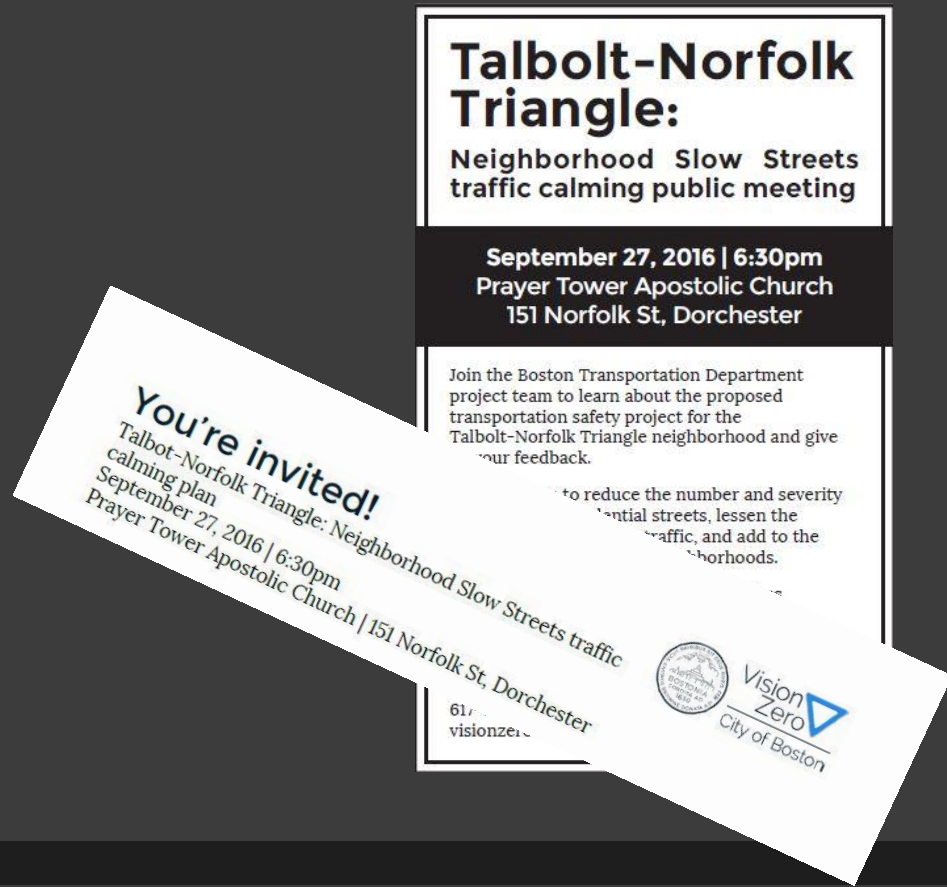
***Tonight's  
focus!***  


# Community coordination to date

- Talbot-Norfolk Triangle Neighbors United partner with Walk Boston for a walk audit, submit to BTB
- BTB meets with TNT, Codman Square NDC ;learn about walk audit results
- Fall 2015: Walk & discussion with TNT residents
- Dec 2015: Presentation at TNT community meeting
- Sept 2016: Tonight's public meeting

# Notice of tonight's meeting

- Dorchester Reporter: Ad, calendar listing
- Direct mail to ~200 addresses on file
- Notification to TNT, Codman Square NDC





# Key considerations

- Nearly half of all households have children
- Access to parks, schools, transit
- Route through neighborhood to avoid Codman Sq intersections
- Limited sight lines
- Lack of clarity at some intersections



# Additional considerations

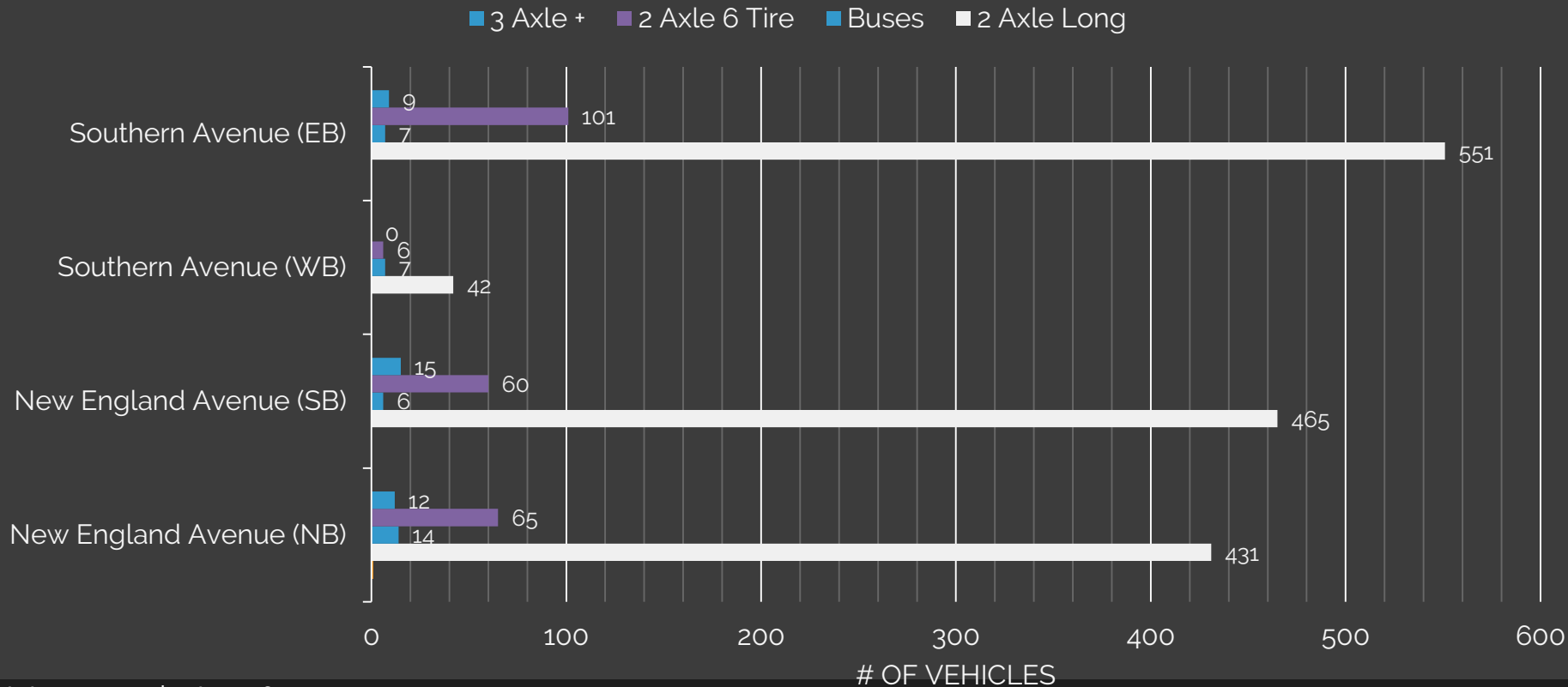
- New and near-future housing developments
- Land uses and businesses on New England Ave



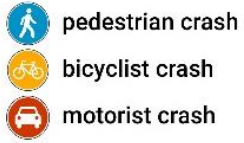
# Volumes and speeds

Direction	Daily traffic volume	# of vehicles traveling over 30 mph	% of vehicles traveling over 30 mph	85 <sup>th</sup> percentile speed (avg)
<b>New England Ave (between Mallard and Colonial)</b>				
NB	3,575	215	6.0%	28 ,mph
SB	3,096	262	8.5%	29 mph
<b>Combined</b>	<b>6,671</b>	<b>477</b>	<b>7.2%</b>	<b>28 mph</b>
<b>Southern Ave (between Elmhurst and Darlington)</b>				
EB	2,941	225	7.7%	28 mph
WB	412	61	14.8%	29 mph
<b>Combined</b>	<b>3,353</b>	<b>286</b>	<b>7.2%</b>	<b>28 mph</b>

# Heavy vehicle use



# Crashes





# “Welcome Mats”

Provide consistent, recognizable entrance to traffic-calmed zones

- 20 MPH pavement markings and signs
- Daylighting where appropriate
- *Phase 2: Raised crosswalks/intersections*
- *Phase 2: Curb extensions*





# Welcome Mats



# Speed humps

Design considerations:

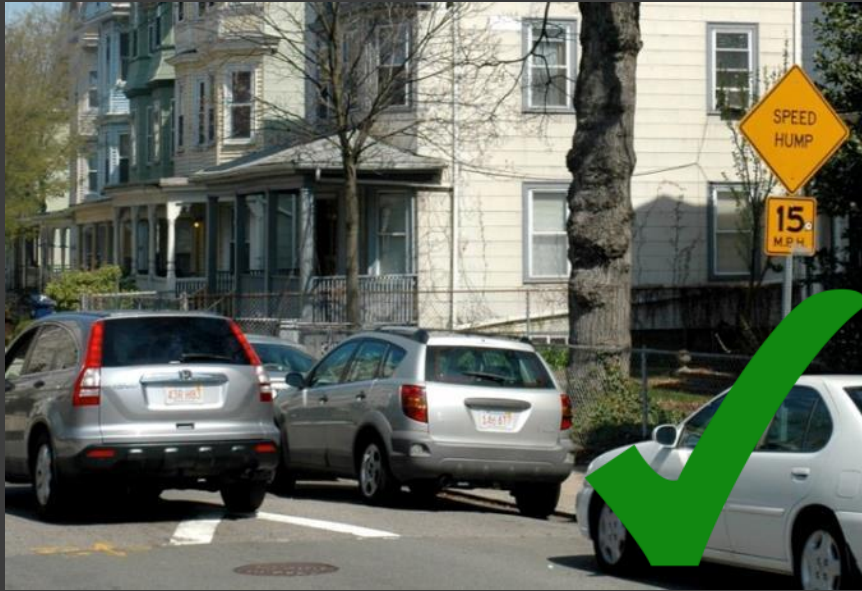
- Located at property lines (where feasible)
- Not located at driveways or intersections
- Spacing of approx. 300'

No impact on parking

No impact on drainage



# Speed humps are not speed bumps!



**YES!** Gradual taper up and down, 12 to 14 feet long



**NO!** Abrupt, hard bump, 3 to 4 feet long



# Speed humps



# Daylighting

- Improve visibility for drivers, pedestrians
- Restrict the non-conforming parking 20' from intersection
- Generally only nearside approach

# Daylighting materials

Phase 1: Use pavement markings



Phase 2: Investigate built curb extensions



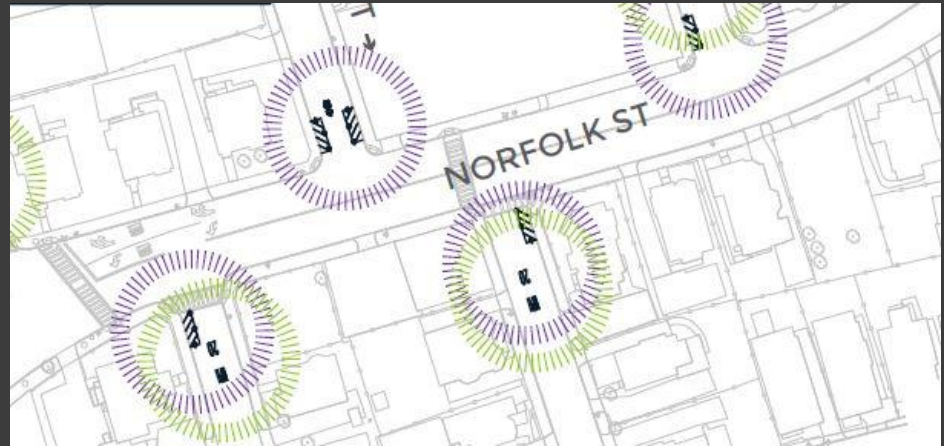


# Daylighting



# Daylighting locations

- Proposed for 11 intersections
- Restricts 16 non-conforming parking spaces
- Approximately 650 parking spaces in neighborhood



# Additional treatments





# Colonial at Millet: All way stop

- Low volume intersection, but high number of crashes
- 13 crashes from 2012-2014
- More than five crashes in a 12-month period



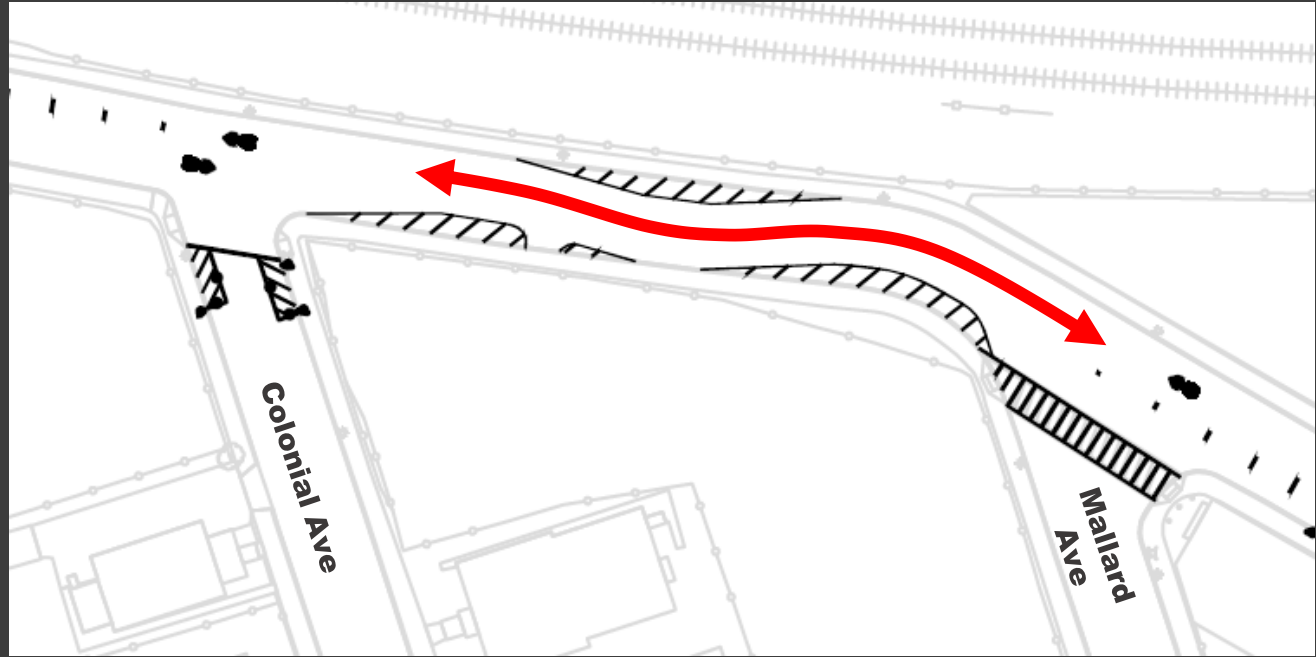
# New England Ave: Chicane?

- Few abutting land uses, few reasons to travel carefully
- Key route to access Fairmount-Indigo line



# New England Ave: Chicane?

- Markings and temporary delineator posts for interim
- Can design future chicane of alternating on-street parking





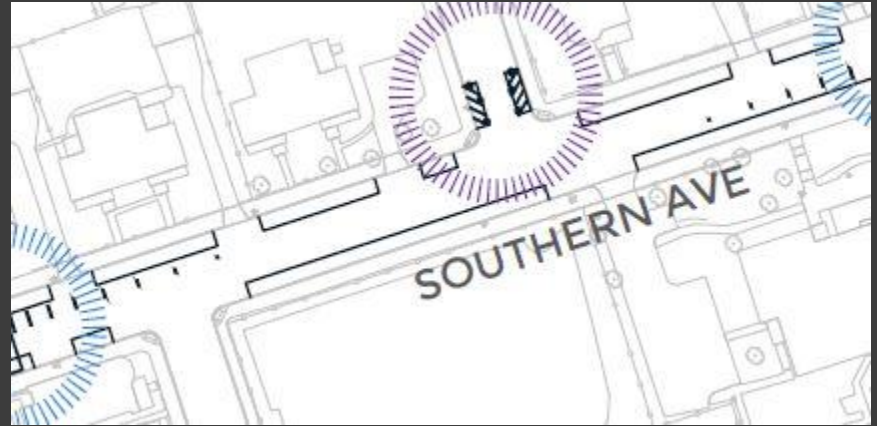
# Southern Ave: Visual narrowing

- Many abutting households, new developments
- Still feels “empty” when fewer cars are parked



# Southern Ave: Visual narrowing

- Mark parking lines to “hold” space when no cars are parked
- No impact on number of parking spaces



# Elmhurst St: Raised Crosswalk

- Mid-block at entrance to park
- Elevate visibility of people crossing in and out of park
- Still needs engineering analysis and approval



# Summary of proposed elements





# Next steps

- Phase 1 final plans
- Phase 1 – partial implementation
- Phase 1 – additional engineering
- Phase 1 – complete installation
- Survey and make recommendations for phase 2
- Phase 2 public meetings
- Data collection and monitoring

# Discussion

# Comments

Please direct all comments to:  
[visionzero@boston.gov](mailto:visionzero@boston.gov) or 617.635.4156

Comments are due on October 11